Washington State Department
of Transportation

REQUEST FOR PROPOSALS:
For the Selection of Roadway Design Software

Addendum One

October 4, 1996

Addendum One to Request for Proposals

Instructions for RFP Vendors and Reviewers:

Please review the following information and follow the instructions for amending the appropriate section of the RFP as specified.

This addenda includes questions and responses from the pre-proposal conference held September 27, 1996. It also includes clarifications and amendments to specified portions of the RFP.

All vendors must indicate their receipt of this addendum, by completing and enclosing the form on the last page of this document with their proposal. If you have any questions, or if you do not have the necessary form, please contact me.

Sincerely,

Kate Severson
Washington State Department of Transportation
Computer Aided Engineering Support Team
(360) 705-7119
October 4, 1996

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Addendum One to Request for Proposals

Pre-Proposal Conference Questions and Responses

The pre-proposal conference for this request for proposals was held on September 27, 1996, at 9:00 a.m. in the Transportation Building, in Olympia, Washington

The attendees were:

Jim Michal	CAE	
Kate Severson	CAE	
Dick Simkins	CAE	
Terry Ness	CAE	
Roger Caddell	CAE	
Jim Van Parys	CAE	
Jim Krehmeyer	MIS	
Mary Ann Eitelgeorge	MIS	
Dave DeRosier	C.W. Beilfuss & Associates	
Brian Fletcher	Intergraph Corporation	
Michael Webb	Intergraph Corporation	
John Walton	Softdesk	
Mathews Matthai	CAiCE	(Telephone Conference Call)
Sum Lin	GEOPAK	(Telephone Conference Call)
Stewart Oberman	Intergraph Corporation	(Telephone Conference Call)
Jim Pullen	Eagle Point Software	(Telephone Conference Call)

Jim Michal made several introductory comments. He said that WSDOT is following protocol and procedures set forth by the Department of Information Services which has delegated authority of hardware and software acquisition to our department. Jim emphasized administrative tasks that need to be met, with specific attention to the deadline for submitting proposals as stated in the RFP - October 30, 1996 at 4:00 p.m. Pacific Time in the Transportation Building, Room SA21.

Jim pointed out that the only authorized contact persons for the RFP are himself and Kate Severson, and reminded vendors to not contact other team members. He referred to Section **2.9** Acquisition Schedule of the RFP which includes the implementation date for the new roadway design software at July 1, 1997, as authorized by WSDOT executive management.

Jim Michal mentioned a correction to Section **2.10.10**, page 9 of the RFP. The Pacific Daylight Time reference should be changed to Pacific Standard Time

WSDOT will communicate any changes to the Request for Proposals, as well as a transcript of the questions and responses from the pre-proposal conference, in the form of an Addendum which will be sent to vendors and will be accessible on CAE's internet home page (http://www.wsdot.wa.gov/eesc/CAE/rpf/).

Jim explained the Custom Mandatory requirements as those requirements that are specific to the needs of WSDOT. The RFP is asking vendors to respond with a plan and schedule to develop

that portion of their product which would meet the custom mandatory requirement. This development will be negotiated in the contract.

The RFP admittedly reflects the CEAL way of doing business because that is the current system. WSDOT's intent is not to limit the vendors solutions to ways of achieving our desired results, and Jim encouraged vendors to creatively respond to the requirements to achieve our desired results.

Jim explained our current survey collection method. WSDOT has invested much time and effort into developing a standard classification code system that fills our needs, and we have no plans to change the approach. Jim asked that vendors incorporate our survey procedures into their proposals. Jim also explained that our MicroStation drafting process would not change, although there may be some creative solutions provided within the new roadway design software that would allow WSDOT to incorporate our existing drafting methodology with the new product. The bottom line is that WSDOT requires the new roadway design software to accommodate our surveying and drafting needs.

Jim commented that WSDOT does not intend to mandate to the consultant community the use of our design software. However, from past experience with CEAL, the result has been very costly when consultant software packages are not compatible with our software. Jim challenged the vendors to provide solutions to this problem by not penalizing the consultant community by charging them high license fees when they are working on WSDOT projects. Jim cited the County Road Administration Board (CRAB) model, which uses a shared cost among counties to fund the support and training of their roadway design software. He also mentioned that he would assist in efforts by vendors to propose a similar model to the Consulting Engineering Council of Washington (CECW). Conceptually, WSDOT could provide training for a consultant support person to be located with WSDOT's CAE staff. He provided the contacts of the CECW, and invited the vendors to pursue this approach if desired. The chairpersons are: Gary Van Wierengen from Entranco, (206) 454-5600, and Tim King from CH2M Hill, (206) 233-9127.

Dave deRosier from C.W. Beilfuss & Associates asked for clarification on the RFP's requirement that vendors must offer the consultant community the software license for the same fee as offered to WSDOT. Sum Lin from GEOPAK pointed that single user training costs are higher than per-unit training costs for large groups such as WSDOT. Jim Michal responded that WSDOT modified the draft RFP such that vendors can negotiate individual support and maintenance fees with consultants. However, it is still required that vendors charge the same license fee as to WSDOT for all consultants under contract to WSDOT.

Jim Michal pointed out the acceptable alternative for a mandatory requirement, as described in section **2.10.6**.

The following questions and responses have been paraphrased.

Question:	Dave deRosier, C.W. Beilfuss	Would WSDOT consider a custom mandatory as an alternative to a mandatory requirement?
Answer:	Jim Michal	WSDOT will consider a change on a case by case basis.

Question:	Brian Fletcher, Intergraph	He referred to section **2.10.5(2)** of the RFP regarding future development. How does WSDOT reconcile a MR that can not be met? Can a custom mandatory be substituted for a mandatory requirement?
Answer:	Jim Michal	We will consider each case individually. We could accommodate when appropriate, but will scrutinize each situation and would require compelling arguments to revise a mandatory requirement.
Question:	Mike Webb, Intergraph	He asked for clarification on section **2.10.5(2)**, page 8. Will there be a change in the RFP?
Answer:	Jim Michal	We want a design software package that can accommodate our needs now. Representations that future developments will satisfy the requirement are not sufficient.
Question:	Brian Fletcher, Intergraph	He asked for clarification of requirement **3.4.7.7** Match Existing Slope, page 21 of the RFP. He referred to page 37, Figure 1, Figures **3.11**.
Answer:	Terry Ness	We are looking to match the existing slope in the event that we are widening the roadway. We're looking for the capability for the software to determine what the existing pavement is, and match the existing slope.
Question:	Sum Lin, Geopak	Are you looking for a profile, or cross-section?
Answer:	Terry Ness	Terry referred to the existing Figure 1, and replied that a cross-section could be established for Point C.
Question:	Mathew Mattai, CAiCE	He asked for clarification about how to interpret the consultant questionnaire, in Section **4.1**, page 41. He felt that it was unclear whether more consultants use Softdesk or InRoads, according to the information given.
Answer:	Jim Michal	According to our consultant liaison and a questionnaire to the consultant community, WSDOT consultants use InRoads/InExpress for 70% of our consultant work. The new design software would be awarded points for it's degree of compatibility with that software system.
Question:	Brian Fletcher, Intergraph	Brian referred to requirement **3.5.3.7** GDS, page 23. He wanted to obtain a copy of a GDS file format.
Answer:	Jim Michal, Dick Simkins	Our Bridge department uses GDS and we will furnish vendors with a copy of a GDS file format. Dick Simkins mentioned that GDS will handle a *.DXF file format and that this requirement

is a desirable option. Some file structures may be proprietary.

In further discussions within the CAE group, it was decided that we can not furnish the GDS file interfaces to vendors. For interfacing with this product, please contact the company directly.

Question:	Jim Pullen, Eagle Point	Jim referred to requirement **3.2.4.2** Other CEAL Files, page 15. He asked whether we will furnish vendors with CEAL file formats noted in them.
Answer:	Jim Michal	We will make available examples of these CEAL files and survey data file formats to the vendors, as long as the formats are not proprietary.

In further discussions within the CAE group, it was decided that we can not furnish the CEAL file interfaces to vendors. For interfacing with this product, please contact the company directly. |
Question:	Stewart Oberman, Intergraph	What is the difference between requirements **3.8.2.15** Broken Back and **3.8.2.16** Shoulder Breakover Control?
Answer:	Terry Ness, Dick Simkins	Terry referred to page 99 for the example of a broken back. He explained that the broken back is applied where the subgrade is going back to an .02% (typ.) one foot inside finish grade, for drainage purposes. Dick Simkins responded to the Shoulder Breakover Control requirement question. He said that this was intended to include the ability to design roadways which avoid large differential between roadway slopes, and referenced "ASHTO Rollovers".
Question:	Dave deRosier, C.W. Beilfuss	He requested that requirement **3.8.2.15** Broken Back, not be a mandatory requirement, but be changed to a custom mandatory. He also requested that requirement **3.4.7.7** Match existing Slope, be changed to a custom mandatory.
Answer:	Jim Michal	We have labeled **3.8.2.15** a custom mandatory in our Mandatory Requirement Scoring sheet, and we intended to label it as such on page 28. We will make it a custom mandatory in both places. We will consider the change for **3.4.7.7** through our Technical Team.

In consulting with the team, we determined that we will keep 3.4.7.7 a mandatory requirement. |
| **Question:** | Dave deRosier, C.W. Beilfuss | He requested requirement **3.8.2.9** Surfacing Layers, page 27, be changed from a mandatory requirement to a desirable option. He also requested that requirement **3.8.6.2** Other |

Methods, page 30, be changed from mandatory to desirable option. Dave also requested that requirement **3.9.1.12** Design Volume Report, page 31, be changed from a mandatory requirement to a desirable option.

Answer:	Jim Michal	We will consider these changes through our Technical Team.

In consulting with the team, we determined that we will keep both 3.8.2.9 and 3.8.6.2 mandatory requirements. We decided to change 3.9.1.12 to a custom mandatory.

Question:	Dave deRosier, C.W. Beilfuss	His product does not issue perpetual licenses, and he asked for flexibility for arrangements regarding perpetual or master licensing.

Answer:	Jim Michal	WSDOT does not want to have costs escalate each year, and wants to avoid re-negotiating contract licensing agreements each year.

Question:	Mike Webb, Intergraph	He wanted clarification on the wording of requirement **3.6.2.8** Text Placement, page 24, specifically "user-defined characteristics at specific locations".

Answer:	Dick Simkins	Dick defined this requirement as "providing text with this font at this size with this color in this spot".

We will change the word "*within*" to "*with*" for clarity.

Question:	Mike Webb, Intergraph	He referred to requirement **3.8.2.3** Alignment Chains, page 27. He wanted to know what we meant by "roadway prism features".

Answer:	Terry Ness	Terry referred to Figure **4**, Figures **3.11**, page 38. We will change the wording to "*roadway prism defined points*" for clarity.

Question:	Mike Webb, Intergraph	He referred to requirement **3.10.2.13** Roadway Design Limits, page 34. What is meant by a template "link"?

Answer:	CAE Staff	After a discussion, it was determined that this requirement is redundant, and it will be deleted. Stewart Oberman of Intergraph pointed out that the question is also asked in requirement **3.10.2.7** Data Limits.

Question:	Brian Fletcher, Intergraph	He referred to page 20 of the Software License Contract, Attachment E of the RFP. What is definition of Industrial Insurance Coverage that the vendor needs to provide, and what does Title 51 RCW contain?

Answer:	Jim Michal, Mary Ann Eitelgeorge	We will include the text definition of "employer" from Title 51 RCW within this addendum. Jim also pointed out that there is a link to RCWs on the internet home page, www.wsdot.wa.gov.
Question:	Mathew Mattai, CAiCE	Referring to requirement **3.7.1.1** Hydraulics, page 26, is a hydraulics module intended to be a separate module for bid purposes?
Answer:	Jim Michal	Yes, those features are all desirable options. Vendors should provide a separate price list if those functions are not bundled.
Question:	Sum Lin, GEOPAK	He referred to page 20, requirement number **3.4.6** Figures. Is a figure a parcel?
Answer:	Terry Ness	Terry said that a figure could be either open-ended or closed. A parcel is an example of a closed figure, and an alignment is an example of an open figure. Jim Michal pointed out the definition of a figure in the Glossary.
Question:	Sum Lin, GEOPAK	He referred to page 19, requirement **3.4.4.3** Best Fit Curve. Does this mean to best fit a circular curve or to best fit a spiral curve?
Answer:	Terry Ness, Dick Simkins	Best fit to either circular or spiral curves to satisfy the requirement.
Question:	Dave deRosier, C.W. Beilfuss	Will WSDOT be converting to Windows NT 4.0?
Answer:	Jim Krehmeyer	We are evaluating Windows NT 4.0 but will not migrate to it for some time. We will continue to use Windows NT 3.5.1.
Question:	Terry Ness to Dave deRosier	Regarding **3.4.7.7** Match Existing Slopes. Dave had mentioned that other DOTs do this differently than how we are requesting. How do they do it for roadway widening?
Answer:	Dave deRosier, C.W. Beilfuss	He will talk with his technical folks, and respond to Terry's question.

Kate Severson stated that an addendum will be released. One of the items of change will be to require ten (10) copies of the vendors' proposal and documentation material, instead of nine (section **2.10.22,** page 11).

Regarding the benchmark testing, Kate mentioned that we have scheduled a 3 week window for benchmark testing for those vendors who are among the finalists. We will distribute benchmark materials on or near November 1, 1996, to the vendors who have submitted a proposal.

Jim Michal made some closing comments, including asking to vendors to let us know by Monday of their intent to bid.

Addendum One to Request for Proposals

Amendments

ITEM	PAGE	AMENDMENT
2.10.2	9	Pacific Daylight Time should be changed to Pacific Standard Time
2.10.22 - Number of Proposal Copies Required	11	Change to: Ten copies of Volume 1 (Technical Response) Ten copies of Volume 2 (Financial Response) Ten sets of technical manuals for the proposed configuration.
3.2.1.1 - Data Collector Downloading	14	Change the requirement wording to: *Must have the ability to download a Lietz/SDR33 data file collector file directly from the data collector into the design software's database as points, lines, and curves identified with WSDOT Standard Codes. Data collector files will include but not be limited to the following types of records: raw observation records, corrected raw observation records, reduced records and coordinate records. (Refer to the explanation under 3.1 General Items, and see Technical Appendix A).*
3.2.1.5 - GPS Data	14	Change the requirement from a MR to an IR. Change the requirement wording to: *How does your software import and process GPS data?*
Software Maintenance Agreement - Title 51 RCW Definition of "Employer"	20	Interested parties may search the RCWs on www.wsdot.wa.gov,(gopher://leginfo.leg.wa.gov:70/11/pub/rcw). The text definition of "employer" from RCW 51.08.070 is included in this addendum.
3.2.3.3 - ArcInfo Format	15	Change the wording to: *"Must import/export ArcInfo data."* *Note*: For information on interfacing with this product, please contact the company directly.
3.6.2.8 - Text Placement	24	Change the word *within* to *with*.
3.8.2.3 - Alignment Chains	27	Change the term *roadway prism features* to *roadway prism defined points*.

3.8.2.15 - Broken Back	28	Change from Mandatory (MR) to Custom Mandatory (CM).
3.9.1.12 - Design Volume Report	31	Change from Mandatory (MR) to Custom Mandatory (CM).
3.10.2.13 - Roadway Design Limits	34	Delete
9.1.5 - Section 5	60	Delete the line that reads: *"9.1.5 Section 5 - Responses to Vendor Information Requirements"* Strike the reference to Section 5 in the following sentence. This sentence will be: *"Proposals must address, in sequence, each requirement in Sections 3 and 4."*
Figure 1 (3.11, Figures) for requirement **3.4.7.7 -** Match Existing Slope	37	Figure 1 is replaced. See the revised figure included within this addendum.
Attachment A - Evaluation Point Distribution	65	Replace the Evaluation Point Distribution attachment with M/WBE, Benchmark and Consultant Bonuses and points clarified.
Attachment A - Technical Evaluation Score Sheet - Mandatory Requirements	67	Delete **3.2.1.5** GPS Data.
Attachment A - Technical Evaluation Score Sheet - Mandatory Requirements	67	Change **3.2.1.1** Data Collector Downloading from 20 to *30* weight value.
3.9.1.12 - Design Volume Report	70	Designate as a CM on the Mandatory Requirement Scoring sheet.
3.10.2.13	71	Delete from Mandatory Requirement Scoring sheet.
Attachment A - Technical Evaluation Score Sheet - Mandatory Requirements	70	Change **3.9.2.1** Subgrade Surfaces Material from 14 to *15* weight value.

Figure 1, Requirement 3.4.7.7

Figure 1
Match Existing Slope
Requirement No. 3.4.7.7
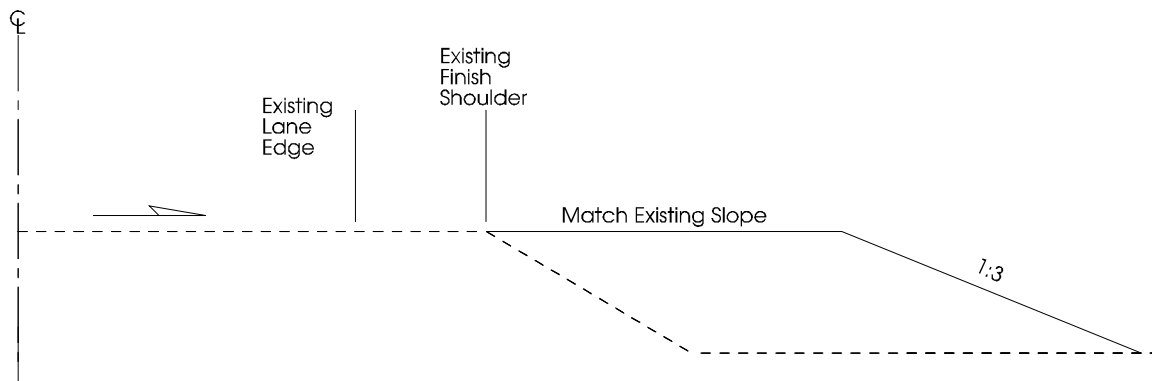
3.4.7.7 Match Existing Slope (MR) Must have the ability to construct and store a proposed roadway segment (lane and/or shoulder) whose slope will match the existing roadway slope.

Title 51 RCW Definition of "Employer"

RCW 51.08.070 "Employer"--Exception. "Employer" means any person, body of persons, corporate or otherwise, and the legal representatives of a deceased employer, all while engaged in this state in any work covered by the provisions of this title, by way of trade or business, or who contracts with one or more workers, the essence of which is the personal labor of such worker or workers. Or as a separate alternative, persons or entities are not employers when they contract or agree to remunerate the services performed by an individual who meets the tests set forth in subsections (1) through (6) of RCW 51.08.195.

For the purposes of this title, a contractor registered under chapter 18.27 RCW or licensed under chapter 19.28 RCW is not an employer when:

(1) Contracting with any other person, firm, or corporation currently engaging in a business which is registered under chapter 18.27 RCW or licensed under chapter 19.28 RCW;

(2) The person, firm, or corporation has a principal place of business which would be eligible for a business deduction for internal revenue service tax purposes other than that furnished by the contractor for which the business has contracted to furnish services;

(3) The person, firm, or corporation maintains a separate set of books or records that reflect all items of income and expenses of the business; and

(4) The work which the person, firm, or corporation has contracted to perform is:

   (a) The work of a contractor as defined in RCW 18.27.010; or

   (b) The work of installing wires or equipment to convey electric current or installing apparatus to be operated by such current as it pertains to the electrical industry as described in chapter 19.28 RCW.

NOTES:

Effective date--Conflict with federal requirements--1991 c246: See notes following RCW 51.08.195.

Effective dates--Severability--1971 ex.s. c 289: See RCW 51.98.060 and 51.98.070.

ATTACHMENT A - EVALUATION POINT DISTRIBUTION

The appropriate sections of each vendor proposal will be evaluated by the Technical or Financial Team and scored based on the vendor's response to designated mandatory and desirable requirements. The following chart indicates the maximum points possible in each major category:

CATEGORY	MAXIMUM POINT VALUE	MAXIMUM SCORE	MAXIMUM PERCENT
Technical Requirements			**57 %**
Mandatory			
3.1 General Items	24	1,060	
3.2 Data	72	1,180	
3.3 Topography	44	1,020	
3.4 Coordinate Geometry	84	2,240	
3.5 Drafting	32	268	
3.6 Plan Preview	68	716	
3.7 Hydraulics	0	0	
3.8 Earthwork	104	3,720	
3.9 Output	56	884	
3.10 Limits and Parameters	72	72	
Total Technical MR's	**556**	**11,160**	
Desirable Options			
3.1 General Items	4	20	
3.2 Data	68	464	
3.3 Topography	64	508	
3.4 Coordinate Geometry	48	540	
3.5 Drafting	88	356	
3.6 Plan Preview	68	244	
3.7 Hydraulics	24	160	
3.8 Earthwork	100	1,368	
3.9 Output	16	180	
3.10 Limits and Parameters	0	0	
Total Technical DO's	**480**	**3,840**	
Total Technical Requirements	**1036**	**15,000**	
Mandatory - RFP			**15 %**
4.1 Exchange Of Data		700	
4.3.1 Software Migration Plan		300	
4.3.2 OLE and COM		300	
4.6.1 Customer Tech. Support		500	
4.6.4.1 Software Releases		300	
4.6.4.2 Enhancement Requests		300	
4.6.4.3 Software Update		300	
4.7.1 Training Program		450	

4.7.2 Typical Training Plan	150	
Total	**3,300**	
Desirable Options - RFP		
4.4.2 Documentation Search	200	
4.6.1.1 Other Electronic	100	
4.7.3 Training Tools	200	
4.7.4 Online Tutorials	150	
4.7.5 Training Aids	50	
Total	**700**	
Total MR's & DO's	**4,000**	
TOTAL POINTS IN SECS. 3 & 4	**19,000**	
Financial Points		
5.2.1 Corporate History	500	**6 %**
5.3.2, 5.3.3 Financial Proposal	1,000	
M/WBE Bonus	**(1,025) ***	**5 %**
TOTAL POINTS IN SECS. 3,4,5	**20,500**	
Finalist Points and Bonus		
Benchmark Evaluation	3,500	**13 %**
6.5.1 Consultant Bonus	2,500	**9 %**
TOTAL POSSIBLE POINTS	**26,500**	

The M/WBE Bonus is not included in the total points for sections 3, 4 and 5. It is to be applied as a bonus by the Financial Team, as specified in section **2.11**, page 12.

Receipt for Addendum One

This is to certify that the undersigned has received Addendum One to the Request for Proposals for Roadway Design Software from the Washington State Department of Transportation, and that their proposal reflects any changes to the original Request for Proposals contained therein.

Signed

Title

Company

Date

NOTE:

This form must be completed and enclosed with the Vendor's proposal in order for their proposal to be considered for award.